

China Mail.

Established February, 1845.

VOL. XLIV. No. 7716.

號六月五八八八千英

HONGKONG, WEDNESDAY, MAY 16, 1888.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London — E. AGOO, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS — AMEDEE PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK — ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally — BEAN & BLACK, San Francisco. AUSTRALIA TASMANIA, AND NEW ZEALAND — GORDON & GORH, Melbourne and Sydney. Ceylon — W. M. SMITH & Co., The Aromaticoies Co., Colombo. CHINA — MACAO, F. A. de CRUZ, Subsidiary, QUELON & Co., Amoy, N. MOALIE, Kowloon, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co. SINGAPORE, STRAITS, & C., SAVILLE & Co., Singapore. C. HENZEN & Co., Manila.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP FUND, 75,000,000
RESERVE FUND, 83,000,000
RESERVE LIABILITY OF PROPRIETORS, 87,500,000

COURT OF DIRECTORS.
Chairman — HON. JOHN BELL IRVING.
Deputy Chairman — W. H. FORBES, Esq.
G. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALYMPLE, Esq.
B. LATTON, Esq.
Hon. A. P. McEwen.

CHIEF MANAGER,
Hongkong — THOMAS JACKSON, Esq.
MANAGERS,
Shanghai, — EWEN CAMERON, Esq.
LONDON BANKERS — London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits —
For 3 months, 2 per cent. per annum.
— 6 " 4 per cent. " "
— 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

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For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, September 1, 1888. 754

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL General MEETING of the MEMBERS will be held on THURSDAY, the 22nd Instant, at 4 o'clock p.m., at the CITY HALL, to NOMINATE MEMBERS of the CHAMBER to take the place of the Hon. A. E. MacEWEN, in the Legislative Council, during his absence from the Colony.

By Order,
H. U. JEFFRIES,
Secretary.
Hongkong, May 12, 1888. 755

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SILVER EXHIBITION COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same price as at the EXHIBITION, or RETAIL Orders will be delivered at addresses in town on application for forwarding their Monthly Requirements in writing direct to the EXHIBITION at East Point.

WARDINE, MATHERSON & Co., General Agents.
Hongkong, July 27, 1888. 756

Intimations.

PEAK CHURCH
NOTICE.

A MEETING of ORIGINAL DONORS to the above CHURCH, and of others interested in it, will be held in the LIBRARY, St. Paul's College, at 4.30 p.m. on THURSDAY, the 17th day of May, to pass Accounts, and to elect a Committee for the ensuing year.

A FULL MEETING is desired.

Hongkong, May 14, 1888. 758

NOTICE.

A NOTICE is hereby given that the Annual General MEETING of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY, the 22nd Inst., at 6 p.m.

J. H. STEWART LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.
Hongkong, May 14, 1888. 757

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE
TO
LONDON VIA MARSEILLES
FROM
JAPAN AND CHINA.

PAID-UP FUND, 83,000,000
RESERVE LIABILITY OF PROPRIETORS, 87,500,000

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For the
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We see by the *Shunpao* that H. P. Chow-Fuh, Customs Taotai at Tientsin, has been promoted to be Provincial Judge of Chi-li, an imperial decree dated the 9th inst.

NAVIGATING THE SUET CANAL BY NIGHT.

The regulations for the navigation of the Suez Canal by night have just been made public. The water-way of the Canal is to be lighted by means of compressed gas-gas. Steamers will be allowed by the regulations for the night passage to proceed under the same conditions as those laid down for the traffic.

REPAIRING BY ELECTRICITY.—The end of the old-fashioned sugar-refining business has been decreed by the new method invented of refining by electricity; the cost is 3s. 2d. a ton. A company has been started, with a million capital. The inventor is Mr. Henry Friend.

APPLICATION FOR RENDITION OF AN ALLEGED PIRATE.

THE OPIUM HABIT.—While most earnestly decimating the employment of opium as a 'mental stimulant' by those who live by literature, we note the less feel that between the lines of those poems by which Coleridge will best remember the influence of the opium habit can be traced in its earliest, most fascinating, and therefore its most dangerous stages. The ultimate collapse which results from its frequent employment is now less certain, though in exceptional cases it may be delayed.—*Lancet*.

THE RED RIVER OF TONQUIN AS A TRADE ROUTE.—During the war of occupation in Tonquin it was frequently urged in the French Chambers and press that by means of the Red River the trade of Southwestern China was brought to the foot of France. Subsequent investigation, however, has shown that it was doubtful whether the river was navigable in its upper waters for steamers. Lieutenant Gouin, resident at Sontay, who has studied the hydrography of all the Tonquin rivers, has now settled the question. In a paper published in a recent bulletin of the Paris Geographical Society, he describes the result of his surveys, and says that navigation, even as far as Laos, much less to the Chinese frontier, is quite impossible. The rapids, he says, are wholly insurmountable by steam beyond Haoh, however small the draught may be and whatever engine may be employed. The project of a railway to Laos doubtless owes its existence to the conviction of the French authorities that Lieutenant Gouin's conclusions are correct, and that the Sungkhol or Red River can never be a trade route between Yunnan and the delta of Tonquin.

THE ITALIANS AT MASSOWAH.—The Italians doublets wish themselves well out of the difficulty. They hoped that a little patience would enable them to conclude a peace on terms favourable to themselves without bloodshed. 'In this they have been thwarted. The result of their manoeuvre shows how dangerous a policy it is to "play" with troops of the nature of those commanded by King John of Abyssinia. Such armies are very mobile, and can accomplish feats in marching which to Europeans would be impossible. This necessarily gives them a great advantage. The principle, therefore, which should guide a commander engaged in such an enterprise should always be to see that his organisation is complete before advancing, then press on, and having come face to face with his opponents, strike decisively. It has been by the adoption of these tactics that Lord Wolseley has been invariably successful. It is a pity for the Italians that their commander at Massowah has not had some of the dash and some of the perspicacity of Lord Wolseley. Had he possessed his lordship's qualities as a commander, his army would not have occupied the rather unpleasant, not to say ridiculous, position it does to-day in Abyssinia.—*Army and Navy Gazette*.

THE C. M. S. N. Co.'s steamer Kiangkwan, Captain Perkins, had a rather serious mishap on her last trip down from Hankow. While running from Kiukiang to Wuhan, just about Fitzroy Island, she met a large salt junk bound up river. It was then about half-past eight o'clock in the evening. The steamer tried to avoid the junk by steaming inshore close to the bank, but the junk closed in upon her, and when the steamer was not more than fifty yards from the bank, the junk ran, with all sails set, into her, striking the guard forward of the wheel, on the starboard side. The junk at once began to settle down, (and it is said her masts broke off. Lieutenant Hecht was formerly in the service of His Excellency Li Hung-chang, the Viceroy of Chihli.—*Shanghai Mercury*.

H. M. S. *Audacious*, flagship of Admiral Salmon, arrived at Shanghai on the 10th inst.

The N. C. Daily News says:—We hear that there was a serious disturbance on board the British steamer *Friar* while on the voyage up from Hongkong, and that Captain Withcombe, her commander, is staying in the General Hospital, to which he brought yesterday morning, suffering from the effects of a bite by one of the crew, we believe. The *Friar* is a very fine steamer, being of 2,083 tons register, and her crew are almost all Scandinavians, the officers alone being British. The participants of the affair will no doubt come to light in the Police Court.

in gay trapping, the villagers, men, women and children taking the keenest interest in the success or failure of their champion animal. We Chinese have cock-fights, duck-fights, quail-fights and cricket-fights, but take no interest in watching such clumsy animals as cattle contending.—*Shéu Fao*.

On the 2nd of May the Empress pro- cessed to select a number of damsels from the daughters of banner-men for the honour of the youthful Emperor at Peking. It is understood that the Empress Consort or principal wife of His Majesty has been already selected.

On the 1st at 8 a.m. seven prisoners were taken in carts from the prison of the Hing Pao (Board of Punishments) at Peking to the execution ground at the Vegetable Market, outside the Shun Wu Gate and there beheaded. It is said that they were all highway robbers of a desperate type.

The same day a foreigner was trotting along on a donkey outside the Sung An Gate, when the little animal suddenly slipped in a miry place and deposited the traveller on his back in the mud. The irate foreigner began to belabour the unfortunate donkey-man with his fist and dragged him into a guard house. The soldiers succeeded in pacifying the foreigner with good words, this donkey-man kowtowed to him, and received his fare, 800 cash, justice was satisfied and the crowd dispersed.

The scheme for improving the native city of Shanghai will be carried out about the end of summer or beginning of autumn. On the 7th and 8th May the principal street running out at the West Gate was officially surveyed. This will be levelled and made practicable for wheeled traffic. The improvements will be commenced, however, on 600 chong (over a mile) of the road from the Bridge of the 16th ward to Luhu Pang, and it is estimated that 40,000 taels will be required for road material and labour.—*Shéu Fao*.

A mad black dog ran along the Bund the other day and bit a foreign doctor, who at once proceeded to cup the wound as a precaution. The same animal had previously bitten a Chinaman. It was last seen running along the Bund towards the French Concession.—*Hu Pao*.

Formosa.

Tamsui, 5th May, 1888.

By the s.a. *Fionna*, which arrived yesterday, Dr. Johansen returned to his old field of labour, after an absence of two years. He has been on a visit to his native country to recruit his health. Dr. A. Ronne, who has been medical attendant during Dr. Johansen's absence, will shortly leave us. During the short time he has been with us he has gained the esteem of all, by his geniality, and his kindness and sincere devotion to all those who have been under his medical care; and not only by us at this port, but by all foreigners at Keelung, and the natives whom he has so carefully attended. He was a careful medical adviser, and was always ready and willing, day or night, to attend those who needed him. I saw the man who did it after he was arrested. I don't know his name. The thieves took away the things of which Lau Choi was in charge. They afterwards took away the contents of my pillow-box. They then dragged me on board the pirate boat and put me in the hold. They also took Lau Choi and killed him. I saw the man who did it after he was arrested. I don't know his name. The pirates took away the things of which Lau Choi was in charge. They afterwards took away the contents of my pillow-box. They then dragged me on board the pirate boat and put me in the hold. They also took Lau Choi and killed him. I saw the man who did it after he was arrested. I don't know his name. The pirates took away the things of which Lau Choi was in charge. They afterwards took away the contents of my pillow-box. They then dragged me on board the pirate boat and put me in the hold. They also took Lau Choi and killed him. I saw the man who did it after he was arrested. I don't know his name. The pirates took away the things of which Lau Choi was in charge. They afterwards took away the contents of my pillow-box. They then dragged me on board the pirate boat and put me in the hold. They also took Lau Choi and killed him. I saw the man who did it after he was arrested. 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Mails.



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—*Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.*

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
ANCONA, Captain W. J. WEBB, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 19th May, at Noon.

Cargo will be received on board until
4 p.m. Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shipowners are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 8, 1888.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL Steamship *CITY OF
RIO DE JANEIRO* will be despatched
for San Francisco via Yokohama on
SATURDAY, the 10th Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco... 175.00

To all common points in Canada and the United States 200.00
To San Francisco... 290.00
To San Francisco and return... 350.00
available for 6 months

To Liverpool... 325.00
To London... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Fright will be received on board until
4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, May 2, 1888.

Occidental & Oriental Steam-
ship Company.

TAKE CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL
AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE STEAMSHIP *GAELIC* will be
despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 30th
Instant, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco... \$350.00
To San Francisco and return... 350.00
available for 6 months

To Liverpool... 325.00
To London... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs to be
obtained on application.

Passengers, who have paid full fare, re-
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Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, May 10, 1888.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 24th of May, 1888, at Noon, the Company's Steamship *A.Y.A.*, Commandant Vignon, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
4 p.m. on the day before sailing.

For further Particulars, apply to the
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shipowners are particularly requested to
note the terms and conditions of the Com-
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Passengers desirous of insuring their bag-
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E. L. WOODIN,
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Hongkong, May 8, 1888.

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CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Yau Ma Tei Ferry.

Yau Ma Tei Ferry.